CHAPTER 2

INSPECTION OF TRACK AND RECORD KEEPING

2-1. Inspection by qualified inspectors.

a. Army track. For Army track, the individual who completes the required track inspections shall be a certified track inspector as specified in AR 420-72.

b. Air Force track. For Air Force track, the individual who completes the required track inspections shall be qualified to perform such inspections as designated by the BCE.

2-2. Inspection frequencies.

a. Category A and Category B track. As a minimum, track designated as either Category A or Category B shall be inspected at the intervals shown below:

Traffic Frequency	*Minimum Required inspection Frequency*
Two or more movements per week	Once every month
Greater than one movement per month but less than two movements per week.	Once every 2 months
Less than one movement per month	Once every 6 months

b. Category C track. Category C track shall be inspected annually in accordance with chapter 16 of these standards.

c. Electric/electromechanical grade crossing signals. The inspection of electric/electromechanical signals at road-railroad grade crossings shall be performed at the same frequency as track inspections (para 2-2*a*); however, inspections of signals shall be performed not less than once per quarter (at approximately 3 month intervals). See chapter 10 for additional information on the inspection of these signals.

d. internal rail defect inspection. Internal rail defect inspection shall be performed every 3 to 6 years as specified in paragraph 7-2*b*.

2-3. Special inspections.

a. Infrequently used track. Track that has not been used for a period of 6 months or more shall be inspected prior to the first movement over the track.

b. Mass rail movement. For track that has not been inspected within the last 2 months, a track inspection is recommended prior to any mass rail movement (50 cars or more).

c. Unusual occurrences. Track inspections shall be conducted following unusual occurrences such as a derailment, accident, flood, fire, earthquake, severe storm, or other occurrence which could have an adverse effect on the track structure. These inspections shall be conducted prior to the first movement over the track following the unusual occurrence.

2-4. Responsibilities of inspectors.

a. The certified track inspector is responsible for:

(1) Assuring that inspections of Army and Air Force track are performed in accordance with paragraphs 2-2, 2-3, 2-4, and 2-5 of these standards.

(2) Examining the track to determine whether the track condition complies with the requirements of these standards.

(3) Reporting any deviations from the full compliance condition level.

b. Track inspections prescribed in paragraphs 2-2 and 2-3 shall be made on foot or in an on-track vehicle at a speed which is conducive to effective track inspection, but in no case to exceed 5 mph. Turnouts, road crossings, rail crossings, bridges, and drainage structures shall be inspected on foot.

c. The inspector shall complete and keep a copy of this inspection on file for at least 3 years. Inspection reports which document deficiencies resulting in a track falling below its designated condition level shall be kept on file until all those deficiencies have been corrected.

2-5. Inspection of partially visible track.

a. At locations where vegetation, dirt, debris, or other undesirable materials cover the ties and/or rail preventing effective track inspection, train operations shall not exceed 10 mph until the undesirable materials are removed and a thorough track inspection is performed.

b. Paved areas. In road crossings and other paved areas where complete inspection of the track is not possible, the certified track inspector must be alert for external signs of track deterioration. External signs indicating track deterioration are:

(1) Changes in gage and/or crosslevel.

(2) Settlement of the rails (changes in track profile).

(3) Excessive vertical movement of the rails as a train passes.

(4) Settlement of the pavement in the vicinity of the track.

(5) Deterioration (cracking or breaking up) of the pavement in the vicinity of the track.

c. Operating restrictions for track in pavement. When external signs of track deterioration develop, particular attention should be given to the track geometry measurements through the paved area. Track geometry measurements, combined with visual indications of lateral and vertical movement, and the requirements for road crossing flangeways shall be used to assign operating restrictions for the track through the paved area. Operating restrictions shall be consistent with the operating restrictions required for road crossings and for track geometry deviations given in chapters 10 and 12 of these standards.